

**[MIA MEMORANDUM CIRCULAR NO. 152, S. 1999,
December 17, 1999]**

**AMENDMENTS TO CHAPTER I, REGULATION I/6 OF THE
PHILIPPINE MERCHANT MARINE RULES AND REGULATIONS
(PMMRR) 1997 ON INSPECTION, DRYDOCKING AND STATUTORY
CERTIFICATES**

Pursuant to the provisions of Presidential Decree No. 474 and Executive Order No. 125-A, and in order to provide specific regulations in the implementation of the Philippine Merchant Marine Rules and Regulations, 1997, Chapter I, Regulation I/6 thereof on Inspection, Drydocking and Certificates Required is hereby amended.

I. OBJECTIVES

1. To ensure maritime safety;
2. To strengthen the implementation of the PMMRR 1997 in respect to inspection and drydocking of ships by providing supplementary regulations relative to inspection and drydocking; and
3. To provide regulations that shall govern the conduct of underwater inspection of ships.

II. COVERAGE

This Circular shall apply to all Philippine-registered ships operating in coastwise trade except those specified under Chapter 1, Regulation I/3, Section 6 of the PMMRR 1997.

III. DEFINITIONS OF TERMS

AFLOAT INSPECTION (AI) — a survey conducted on a ship while afloat.

ANNIVERSARY DATE — means the day and month of each year, which corresponds to the date of expiry of the relevant certificate.

CERTIFICATE OF INSPECTION — refers to a certificate issued, after inspection and survey, by the Administration to ships engaged in voyages in Philippine waters and found to comply with the provisions of the PMMRR 1997.

CLASSED SHIPS — ships of commerce which are assigned the character by a classification society, depending on the design of the ship, the quality of materials employed, the scantling of the various structural members, and the outfit and equipment, all of which should be up to the standard specified by the society's rules.

DRYDOCKING — is a condition in which a ship is taken out of water for cleaning and repair of her hull and its integral parts such as rudder, propeller, sea valves and sea chests, among others.

EMERGENCY DRYDOCKING — a condition in which a ship is taken out of water at any time to undertake repairs of the affected part(s) of the hull and or its integral parts; the emergency drydocking is one which is over and above that which has been scheduled.

NON-CLASSED SHIPS — ships other than those defined as classed ships.

UNDERWATER INSPECTION — an inspection/survey of the ship's hull and its integral parts which are below waterline conducted while the ship is afloat.

UNDERWATER ULTRASONIC THICKNESS GAUGING (UUTG) — an underwater activity used in determining the thickness of steel plates and other metals of the ship such as aluminum and other non-ferrous materials.

SURVEY — Survey shall include a complete inspection of the ship's structure, machinery and equipment, including the outside of the ship's bottom and the inside and outside of the boilers to ensure that the arrangements, material and scantling of the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installation, radio installations including those used in life-saving appliances, fire protection, fire safety systems and appliances, life saving appliances, and arrangements, shipborne navigational equipment, nautical publications, means of embarkation for pilots and other equipment fully comply with the requirements of the present regulations, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration for ships and the service for which they are intended. The survey is such as to ensure that the workmanship of all parts of the ship and its equipment is in all respects satisfactory, and that the ship is provided with the lights, shapes, means of making sound signals and distress signals as required by existing regulations and the International Regulations for Preventing Collisions at Sea in force.

IV. GENERAL POLICY GUIDELINES:

1. The Administration shall require all ships registered in the Philippines, except those mentioned in Chapter I Regulation I/3 of the PMMRR 1997 to secure prior to operations as applicable the pertinent certificates as herein provided in this circular:
 - a. Certificate of Inspection;
 - b. Passenger Ship Safety Certificate (PSSC);
 - c. Cargo Ship Safety Equipment Certificate (CSSEC);
 - d. Cargo Ship Construction Certificate (CSCC);
 - e. Cargo Ship Safety Radiotelegraphy Certificate (CSSRC);
 - f. Cargo Ship Safety Radiophony Certificate (CSSRC);

- g. Exemption Certificate (EC);
 - h. Manning Certificate (MC);
 - i. International Tonnage Certificate (ITC);
 - j. Loadline Certificate (LC); and
 - k. Such other certificates which may be required pursuant to the provisions of national laws, rules and regulations and international maritime conventions and resolutions.
2. The issuance of the foregoing certificates shall be proceeded by the conduct of the necessary inspection/survey.
 3. Survey and inspection of ships shall be carried out by the Administration or its duly authorized inspectors.
 4. The Administration shall formulate the necessary guidelines for qualifying inspectors and the systems and procedures by which ship safety inspections shall be undertaken.
 5. Unless otherwise stipulated in this circular, underwater inspection (UWI) shall be required before any extension of drydocking schedule may be granted provided that the UWI shall be conducted only by a MARINA accredited underwater surveying company/entity that is required to adopt MARINA issued guidelines.
 6. The conduct of UWI shall be performed on waters that offer good visibility of at least one (1) meter from the hull and with currents of no more than one and a half (1½) knots.
 7. The Administration or its duly authorized agent/representative shall exercise extra caution in the conduct of survey/inspection of ship in a manner that would not disrupt unreasonably the ship's operation.

V. SPECIFIC PROVISIONS

A. Drydocking

1. Classed Ships

- .1 Passenger/Passenger-cargo ships shall be drydocked twice within a period of five (5) years.
- .2 The next scheduled drydocking of a ship shall be undertaken on the 24th month after the last drydocking.
- .3 For Passenger/Passenger-cargo ships, the scheduled drydocking period (24th month) may be extended to a period not exceeding six (6) months (30th